

# Fisherman and Farmer.

ONE DOLLAR per Year, in Advance.

ELIZABETH CITY N. C., FRIDAY AUGUST 25, 1899

ESTABLISHED 1886

The Best Advertising Medium in the Albemarle District—The Finest Fish, Truck and Farming Section in North Carolina. Circulation Doubles Any Other Paper Published in This Section. The Most Wide-Awake and Successful Business Men use the FISHERMAN & FARMER Columns with the Highest Satisfaction and Profit.

## The Lake Drummond Canal Opened.

The Lake Drummond Canal and Water Company wish to give notice that the Old Dismal Swamp Canal route between Norfolk and Elizabeth City is now open for business—and the tug boat will leave every other day except Sunday commencing August 28th, making trips as follows: Leaves Norfolk Mondays, Wednesdays and Fridays. Returning, leaves Elizabeth City, Tuesdays, Thursdays and Saturdays.

The Canal Company insures nine feet of water at present time between the locks, and in a few weeks they will have ten feet of water in the canal. The Company has dredged fifteen feet in depth for a distance of three thousand feet below the locks in Deep Creek. They have also made deep water below South Mills locks, in the waters of the Pasquotank river. The Canal Company has dredged the old Turner Cut to the depth of ten feet at low water. Thus far the Canal Company can insure a sufficient depth of water.

The Canal Company would not at present guarantee a safe passage between Norfolk and Elizabeth City for boats drawing more than seven and a half feet of water—as the Pasquotank has one shoal place, and Deep Creek at low water has not more than seven and a half feet at the present time.

The government has appropriated money to deepen and widen Deep Creek and also to deepen and straighten the waterway of the Pasquotank river. This work is to commence at once. The Company in the meantime intend to improve and widen the canal, and in the near future the Canal Company believe that they will have a canal and waterway between the points named that cannot be excelled in this country.

J. B. SANFORD, V. P.

Information as to where to leave and receive freight and of the boats landing can be had at Hathaway Bros., corner Main and Water streets, Elizabeth City, N. C.

## Norfolk & Southern R. R.



Schedule in effect Oct. 19, '98

Norfolk & Southern R. R. Mail and Express trains, Southbound, daily (except Sundays) leave Elizabeth City at 11:30 a. m. Northbound, daily (except Sundays) leave Elizabeth City at 2:45 p. m. Trains Nos. 3 and 4 leave Elizabeth City Southbound 6 p. m., Northbound 9:30 a. m. The trains arrive at and depart from Norfolk & Western depot, Norfolk; connect at Norfolk with all Rail and Steamer lines, and at Edenton with Steamer for Roanoke, Cashie, Chowan and Scuppernon rivers; Transfer steamers to Mackey's Ferry, thence by Norfolk & Southern R. R. to Roper, Pantego, and Bell Haven, connecting with Old Dominion steamer for Mankleyville, Aurora, Washington and all intermediate landings.

Eastern Carolina Dispatch

Old Dominion Line.

The steamer Neuse leaves Elizabeth City Tuesday, Thursday and Saturday at 10 a. m., for Newbern, Ocracoke, Oriental, Roanoke Island, connecting with the N. & W. R. R. for Goldsboro, Kinston, and Morehead City, and with the W. & W. R. R. for Jacksonville, Wilmington, N. C., etc. Returning, leave Newbern Monday, Wednesday and Friday.

Tickets on sale at Elizabeth City station to all landings, Newbern, Kinston, Goldsboro, Morehead City and Wilmington, N. C.

Daily all rail service by Eliza beth City and New York Philadelphia Baltimore and Norfolk. Through cars and as low rates and quicker time than by any other route. Direct all goods to be shipped via Eastern Carolina Dispatch as follows: From Norfolk by Norfolk & Southern Railroad; Baltimore by W. & B. R. R.; Philadelphia by P. & D. R. R.; New York by N. Y. & P. R. R. For further information apply to M. H. Snowden, Agent, Elizabeth City, or to the General Office of the Norfolk & Southern R. R. Company, Norfolk, Va. M. K. KING, General Manager.

H. C. HUDGINS, G. F. & P. Agt.

Monuments and Gravestones.

Our Illustrated Catalogue, No. 10, which is free, contains a variety of designs of Marble and Granite Memorials, and will help you in making a proper selection. Write for it. We will satisfy you as to prices. Our stock is the largest in the South.

—THE—

Couper Marble Works (Established 50 Years.)

159 to 163 Bank Street, Norfolk.

## THE NEUSE STRANDED.

Two Awful Days and Nights On Board.

RELATES TALE OF PERIL

Officers and Men Heroically Stuck to Their Posts. Capt. Davis Injured.

Mr. H. T. Greenleaf, of Elizabeth City, was among the passengers on the steamer Neuse, which was caught in the terrific gale of last week, was at Raleigh on Tuesday and related to the News & Observer the experience undergone during the awful gale. The following account is as nearly as possible in Mr. Greenleaf's own words:

"We left Newbern about 9 o'clock Wednesday night, three hours later than the usual schedule time. The usual landing down the river at Oriental was made, and then at Ocracoke. Going out of the mouth of the river, the weather was seen to be so thick and rough that Captain Davis put back to Oriental and laid to until 4 a. m., when we started again. After getting into the sound it was found impossible to reach the barge anchored off Ocracoke, so we continued toward Elizabeth City. The passengers were awakened about 7 a. m. by the rolling of the boat. It was so rough that no cooking could be done, nor could any table be set, so that we had no breakfast. We continued on our course up the sound till 11 a. m. The wind was increasing to a hurricane, the rain was driving, the weather was so thick and the sea so high that, arriving at what the Captain thought was Judith Island, off Hyde county shore, it was decided to anchor in the sound where the water seemed shallow and the sea not so high. The starboard anchor weighing twelve to fifteen hundred pounds, and all the cable on board, 60 fathoms, were run out. The anchor was found to be dragging, so that the vessel could not be kept from getting into the trough of the waves, with her stern to the wind. The engines were going at full speed, but even then with the increasing gale and rising sea it was impossible to hold her head to the wind. The barometer was falling all the time. The vessel was rolling frightfully. Dinner was out of the question, with everything being dashed in a heap from one side to the other. The officers managed to provide a few sandwiches for sustenance. Captain Davis and First Mate Wallace were out on deck, when a violent squall struck Captain Davis, blowing him down and bruising his leg severely. They soon concluded to cut the hawser and let the anchor go, finding that the boat was dragging into deep water. By about 2 p. m., the gale was increasing, as well as the rain. Squalls were blowing the water in clouds so that it was impossible to see from one end of the vessel to the other. The men on deck said the spray blown on their faces felt like so much flint, so sharply did it sting. Although the heavy saloon windows were fastened down and the inside shutters closed, still the rain was driven in so that it stood on the floor an inch or more deep. The roar of the gale was simply deafening. The barometer stood at 29.8.

They put steam on again for an hour, trying to head for the Hyde county shore, steering to the northwest, but the wind was so strong and the vessel so light that she paid off her bow into the trough of the sea, and made away rapidly, finally striking another shoal. The engines were kept going till they

pushed her further on, where she lay bumping, with the gale still increasing. There she lay for an hour or so, when she went over the shoal into the deep water again, about 8 p. m. It was again impossible with all steam on to hold her head to the wind.

After consultation between Captain Davis and Mr. Wallace, it was concluded to beach the steamer at the first point they could reach while holding north and west, at the mouth of Pamlico River or any other land, as they could not tell where they then were. Of course no land was visible. It was still impossible to see the length of the steamer even. After rolling frightfully from 8 until 11:15 at night, she brought up solid on a sandy bottom, we knew not where, not being able to see anything, not even merely whether it was merely a shoal or some shore. The engines were kept going to hold her in place, until it was seen she did not move and lay comparatively easy. About 2:30 a. m., the sea seemed to get a little quieter, and the passengers were able to take some rest.

Friday morning at 5 o'clock it began to get a little lighter, and the bow of the steamer was then seen to be upon the edge of a sedge marsh, the tide covering the land and almost overtopping the high grass. But we still did not know whether it was mainland or an island. In the afternoon, when the storm had begun to abate somewhat and the sky to clear, we found that we were ashore on a point of marsh land outside of a place called Mouse Harbor, on the Beaufort county shore, about three miles southwest from Pamlico lighthouse. About 10:45 Thursday night we had passed close to that light, but could not tell whether it was the light-house or a vessel lying at anchor.

Saturday morning early, after the Captain and officers consulted with the passengers, it was decided to make way to the nearest telegraph station, which was Belleport, the southern terminus of the Norfolk and Southern Railroad, on the Pungo river, a distance of about twenty miles from where we lay. Captain Davis and Mr. Wallace lowered a boat and proceeded toward the lighthouse, near which they overhauled a small schooner which had been driven into Mouse Harbor. They got the captain of this schooner to take them to Belleport, to telegraph for assistance. At the mouth of Pungo River they met the Tar River, of the Old Dominion Line, on its way to Belleport. They boarded her and reached Belleport about 11:30 a. m. Here they secured the assistance of Mr. M. K. King, general manager of the Norfolk and Southern Railroad. We left the stranded steamer lying perfectly level, about 300 yards from deep water, and entirely uninjured.

## Are You Easily Tired?

Just remember that all your strength must come from your food. Did you ever think of that? Perhaps your muscles need more strength, or your nerves, or perhaps your stomach is weak and cannot digest what you eat. If you need more strength then take

**SCOTT'S EMULSION**

of God's Liver Oil with Hypophosphites. The oil is the most easily changed of all foods into strength; and the hypophosphites are the best tonics for the nerves. SCOTT'S EMULSION is the easiest and quickest cure for weak throats, for coughs of every kind, and for all cases of debility, weak nerves, and loss of flesh.

Sole and Retailers, all druggists. SCOTT & BOWNE, Chemists, New York.

## THE STORM.

The Severest Storm Ever Known Along The Atlantic Coast.

STORIES OF DEATH AND WRECK.

Ocracoke, Hatteras, Clarks, Nag's Head and Other Points Suffer From The Effects Of The Storm.

The news from the storm of last week along the Atlantic Coast is just beginning to come in.

AT OCRACOKE

The storm was very damaging. Thirty houses, two churches, and school houses were destroyed, the hotel pier was washed away and the island was covered with water for three days.

Not since the awful storm of 1846 has Ocracoke been the witness of such scenes. The whole island is a complete wreck. The wind reached a velocity of seventy miles an hour and the sea was breaking from twenty to thirty feet high on the island.

Captain Hill's house is a total loss, Eagle House saloon gone, Hotel Ponder badly damaged, Captain Tilgman's house badly damaged, Dey's saloon and billiard room washed off of its blocks and damaged, S. Bridgman's porch and cottage washed away and kitchen and dining room a total loss. Tuthill house badly wrecked, sleeping apartments washed several feet. The boarders while sitting at the table in the Tuthill house could see the floor rise over a foot in response to the swing of the waves. Mr. Luke Tuthill's house was carried thirty feet, the chimneys at Captain Bragg's house were blown down and crushed in one end of the house; the Southern M. E. Church is a total loss, and the Northern M. E. Church was washed off its blocks; two school houses are gone.

The ball room at the hotel was turned into a room of prayer.

The schooner L. A. Willis, in charge of Capt. R. S. Griffin, with a party of pleasure seekers from Washington, N. C., on board, parted two anchor chains, causing her to drift to the inlet, landing on a shoal about three miles from where she originally was.

After the Willis went ashore she almost immediately filled with water and sand, causing those on board to be forced on deck and to secure themselves in the rigging. Mr. Geo. Buckman, of Washington, was drowned, while Henry Blango, colored, the cook, on Friday died on deck from exhaustion and was washed overboard.

The unfortunates on the schooner Willis went without water and food from Wednesday to Saturday noon.

The N. & S. R. R. Company's lay boat, used for the purpose of transporting passengers to and from the island parted her chains, drifting a mile and a half and went ashore near Portsmouth.

The custodian and his wife were rescued Friday afternoon by the life saving crew at Portsmouth.

The steamer Neuse parted her chains and is ashore in three feet of water at Mouse Harbor.

The sloop Helen Roxie, Captain Kelly, is ashore on the beach.

A schooner is ashore on Harbor Island. Her name is unknown.

A schooner is turned over in

bight of Royal Shoal. The crew is missing.

The Northwest Point Light-house is damaged and one boat and provisions lost.

A new inlet has opened on the north side of Ocracoke with about five feet of water in it. It is supposed all the horses and cattle on the island were drowned.

Sixteen fishermen were camping on Swan Island, near the mouth of the Neuse river. The island was overflowed, compelling them to see the mainland. In the attempt all of their boats were capsized, except one, drowning fourteen men, consisting of four Smiths and four Salter brothers and six others. All were married and men of large families, citizens of Piney Point, Carteret county.

The two survivors saved themselves by cutting away their boat's mast, throwing their cargoes overboard and drifting ashore. They witnessed the drowning of their companions but were powerless to aid them.

A crew of four men, who were camping on another island, are missing and are undoubtedly drowned.

PORTSMOUTH

suffered like Ocracoke and had houses blown down and horses and cattle drowned.

HATTERAS.

The storm at Hatteras was the most disastrous storm ever visited that place. The village is entirely ruined and everything there a perfect wreck. The ocean waves swept across Hatteras rapidly, carrying everything with them as they went. Dwellings, stores, barns, stables and wharves were washed away and completely ruined. Boats were wrecked and lost. Many of the inhabitants came near losing their lives and some are left destitute, all of their property being destroyed. Hatteras was entirely submerged and, for several days, the people were without food or water. The loss cannot be estimated at present.

On the seashore the beach is strewn with wrecks, merchandise and other wreckage. Several sailors lost their lives in their attempt to reach shore.

All stock were drowned.

AT KINNAKEET

houses were wrecked and plantations destroyed. The residence of I. H. Scarborough, Jr., was washed from its foundation and injured.

U. G. O'Neal's house washed from its foundation and carried half mile in the sound, when the wind changed it drifted back to within 100 yards where it first stood.

G. M. O'Neal's dwelling, store and goods were all swept away. The residence of M. C. Gray left its foundation, was washed over a fence and left in the marsh.

The dwelling of A. J. Meekins was unroofed and blown to pieces.

Residence of Z. Z. Scarborough and Mrs. Josephine Scarborough were washed from their foundations.

Small ditches were converted into deep, wide creeks, some of which are from 6 to 10 feet deep.

The schooners Darco, Jane and Henrietta are totally lost. Schooner H. B. Brown sunk and bilged.

The four M. E. Churches, known as the Northern Methodists, were blown down and totally destroyed.

Fishing boats were smashed up and fishing material swept away.

Continued on Fourth Page.

## FROM THE HEART.

INGERSOLL'S FRIEND.

A Story Vouched For By A Woman Resident Of Pennsylvania.

The incident was related by a Bradford lady who requested that her name be not mentioned in connection with it.

"It was in Pittsburgh," she said "I believe in the Library Hall, where I first heard Col. Ingersoll speak. There was a large audience gathered there among them being clergyman and the cream of professional life of the city. Col. Ingersoll's speech was magnificent from an oratorical standpoint, but his attack on religion and the Bible was blasphemous. However, the man's powers as an orator and as an actor made a deep impression on his hearers and seemed to affect one man in particular, the Rev. Alexander Clark, pastor of the Methodist church, which every one in Pittsburgh knew as the Old Home.

"At the conclusion of the lecture Col. Ingersoll was backing from the stage in peculiarly graceful manner, when the Rev. Mr. Clark bounded to the forum and asked to be introduced to the speaker. This formality having been gone through, the minister and the agnostic clasped hands, the minister with eagerness, the agnostic with a grace peculiarly his own. I well remember the pleasant, hearty, honest manner in which the great Ingersoll grasped the hand of the good minister, whose fame as a Christian of the real kind was known throughout Pittsburgh.

"Mr. Clark, when he held Col. Ingersoll's hand in his held it tightly while he lifted his

eyes toward Heaven and prayed in a fervent manner that God would direct the wonderful talents of this man in another and better sphere. His prayer was not a long one, but it was from the heart and had its effect upon Ingersoll. The great agnostic, looking the good Christian in the eyes, thanked him most heartily for his kindness, and solemnly added that Mr. Clark was the first Christian minister that had ever wished him, god-speed. He then left the platform and the audience slowly filed out of the building.

"The sequel, though, shows Ingersoll as he was. It brought out the manhood of the great agnostic. Rev. Alexander Clark went West. I am not sure to what State he emigrated, but I believe it was Missouri, and there he became ill. He was at a hotel, and the Governor of the State, who had known him many years, had him removed to his home. Mr. Clark grew worse and was threatened with death. The news came East, and Ingersoll heard it in Washington, where he was lecturing, and immediately went West as quickly as possible and was at the bedside of the Christian minister and until the death of Mr. Clark, was almost constantly in attendance upon him. When Mr. Clark died, Ingersoll took charge of the remains and brought them East to New Castle where they were buried. At the funeral, after the officiating clergyman had concluded his sermon, the agnostic delivered an address touching upon the grand life and character of the dead man which moved his hearers to tears. It was one of his best efforts and from the heart.

Quickly cure constipation and rebuild and invigorate the entire system—never gripe or nauseate. De Witt's Little Early Bile Beans. Sold by Griggs & Son.

## The Same... Old Sarsaparilla.

That's Ayer's. The same old sarsaparilla as it was made and sold by Dr. J. C. Ayer 50 years ago. In the laboratory it is different. There modern appliances lend speed to skill and experience. But the sarsaparilla is the same old sarsaparilla that made the record—50 years of cures. Why don't we better it? Well, we're much in the condition of the Bishop and the raspberry: "Doubtless," he said, "God might have made a better berry. But doubtless, also, He never did." Why don't we better the sarsaparilla? We can't. We are using the same old plant that cured the Indians and the Spaniards. It has not been bettered. And since we make sarsaparilla compounded out of sarsaparilla plant, we see no way of improvement. Of course, if we were making some secret chemical compound we might... But we're not. We're making the same old sarsaparilla to cure the same old diseases. You can tell it's the same old sarsaparilla because it works the same old cures. It's the sovereign blood purifier, and—it's Ayer's.

## GET THE BEST

When you are about to buy a Sewing Machine do not be deceived by alluring advertisements and be led to think you can get the best made, finest finished and Most Popular for a mere song. See to it that you buy from reliable manufacturers that have gained a reputation by honest and square dealing, you will then get a Sewing Machine that is noted the world over for its durability. You want the one that is easiest to manage and is

**Light Running**  
There is none in the world that can equal in mechanical construction, durability of working parts, fineness of finish, beauty in appearance, or has as many improvements as the

**New Home**  
It has Automatic Tension, Double Feed, alike on both sides of needle (patented), no other has; New Stand (patented), driving wheel hinged on adjustable centers, thus reducing friction to the minimum.

**WRITE FOR CIRCULARS.**  
THE NEW HOME SEWING MACHINE CO.  
OLSON, MAN. BOSTON, MASS.  
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FOR SALE BY

## CLEARANCE SALE OF HAMBURGERS AT THE FAIR.

This is just the time you want Hamburgs. We are going to "clean up" for the benefit of our patrons preparatory to getting in New Fall Stock. We have gone through our boxes and reduced practically our entire stock of Hamburgs for this "clean up."

- |  |   |
|--|---|
| <b>Lot 1.</b><br>About 75 yards narrow edge. Some of it was formerly marked 5 cents a yard. Take your pick at 1 cent a yard.                         | <b>Lot 4.</b><br>About 250 yds. narrow edge and insertion. Lots of this was marked 10 cts. a yd. We are going to close it out at 5 cents a yard.  |
| <b>Lot 2.</b><br>About 125 yards narrow edge. Some of it was formerly marked 8 cents a yard but most of it was 5 cts. Your choice at 2 cents a yard. | <b>Lot 5.</b><br>About 225 yards medium and wide edge. Many pieces of this lot are worth 15 cts. a yd. We have marked it at 8 cents a yard.       |
| <b>Lot 3.</b><br>About 175 yards medium open work edge. It is all worth at least 5 cts. a yard. To "clean up" we have marked it 3 cents a yard.      | <b>Lot 6.</b><br>About 175 yds. wide edge, suitable for flouncings and ruffles. Worth at least one third more. For this sale 12 1/2 cents a yard. |

## SHIRT WAISTS GALORE!

We have been fortunate in securing another lot of Shirt Waists at greatly reduced prices. We give you the benefit of our opportunity. White lawn, lace stripe yoke, pleated back, full front, four ply linen collar and cuffs.

ONLY 75 CENTS.

Light weight percale, pleated back, full front trimmed with insertion, laundered collar and cuffs.

AT 60 CENTS.

These are the Biggest Shirt Waist Bargains we have ever offered.

## THE FAIR, THE BIG DEPARTMENT STORE